for Mumbai airport; GMR CONSORTIUM 33.03%, RELIANCE CONSORTIUM 21.33%, GVK CONSORTIUM 38.7% and DS CONSTRUCTION CONSORTIUM 28.12%.

(b) The GMR Consortium and GVK Consortium were selected as the private partners for the Joint Venture Companies (JVCs) for restructuring and modernisation of Delhi and Mumbai airports respectively.

(c) The RFP did not envisage claims of the lowest bidder being considered.

Changes in tender for modernisation of airports

188. SHRI ABU ASIM AZMI:
SHRI AMAR SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of terms and conditions prescribed for the tender for the modernisation of Delhi and Mumbai airports;

(b) whether it is a fact that the prescribed tender conditions were changed by Government two hours before the opening of the financial bid and if so, the details thereof; and

(c) what are the specific reasons for making changes thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) The details of terms and conditions prescribed for tender, as given in the Request For Proposal document (RFP) of 1.4.2005, *inter-alia,* include key features of the transaction, the ownership restrictions in terms of cross ownership, foreign ownership, procedure of submission of the binding offers, information to be provided by PQBs, procedures for evaluation of the offers etc. The RFP also gave powers to Government to vary the conditions at any stage. The changes are the subject matter of a case in the Delhi High Court and *sub judice.*

Procedure adopted in privatisation of airports

189. SHRI N.K. PREMACHANDRAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of international airports in the country which are under the proposal of modernisation and privatisation;

(b) the number of bids invited by Government for the above purpose which were found qualified and whether any decision arrived at to accept bidders irrespective of their eligibility and existing criteria;

(c) .whether Government would consider to reveal the procedure adopted in the entire process of bidding and contracting out the projects to private consortiums; and

(d) how far Government are committed to protect the interests of the AAI employees and whether Government could consider to keep away from privatising the sector?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) International airports of Airports Authority of India (AAI) at Delhi and Mumbai are being developed and modernised through private sector participation by formation of two Joint Venture Companies separately. Government also wishes to modernise Chennai and Kolkata airports and various other airports across the country.

(b) and (c) The details of the procedure to be adopted for the restructuring of modernisation of Delhi and Mumbai airports were outlined in the Request for Proposal Documents (RFP) of 01.04.2005. As per the procedure prescribed in the RFP, ten entities lodged their Expression of Interest (EOI) and nine were shortlisted. The Draft Transaction Documents were issued to these nine Pre-Qualified Bidders (PQBs). Out of these nine PQBs six had submitted their offer for Mumbai airport and five for Delhi airport. Although the Joint venture parties of AAI for both Delhi and Mumbai airports have since been selected. The eligibility of bidders and the procedure adopted in the bidding process is the subject matter of litigation in the Delhi High Court and hence the matter is *sub judice.*

(d) The Government of India structured the transaction in such a way so as to protect the interests of AAI employees. The process provides for extension of operational support by AAI during the first three years of the Concession period, wherein the employees at these airports would continue to be the employees of AAI and enjoy the same terms and conditions of service as other AAI employees. On the expiry of three year period, the successful bidder, namely GMR

Consortium for Delhi and GVK Consortium for Mumbai airports are required to absorb 60% of the employees working at the airports as on the effective date of transaction. Those employees, who do not opt for the employment with the JVCs will continue to remain as employees of AAI till their superannuation or otherwise.

Implementation of Airports Modernisation Programme

190. SHRI S.S. AHLUWALIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the decision to carry out modernisation and expansion of the civilian airports in Delhi and Mumbai have been finalised;

(b) the details of the existing operational capacity *viz.,* flight handling, quality standard of passenger amenities etc. in these two airports;

(c) the details of the augmentation/improvement envisaged in the proposed modernisation and time-schedule thereof;

(d) the steps taken so far towards implementation of the decision since inception, in chronological order; and

(e) the details of the agencies entrusted with the task of its implementation, including their credentials and salient terms of agreement between Government and the respective parties pertaining thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. The Government of India (GOI) has decided to restructure and modernise the Delhi and Mumbai airports through joint venture route by public private participation. Based on the process initiated in February, 2004, the GOI has selected GMR Consortium as the successful bidder for Delhi airport and- GVK Consortium as the successful bidder for Mumbai airport.

(b) Delhi and Mumbai are the two major gateway airports and handle about 57% of the passenger traffic. During the year 2004-05 Mumbai and Delhi airports handle approximately 153000 and 122000 aircraft movements respectively.